

CASTORIA

for Infants and Children.

Physicians Prescribe Castoria.

CASTORIA has met with pronounced favor on the part of physicians, pharmaceutical societies and medical authorities. It is used by physicians with results most gratifying. The extended use of Castoria is unquestionably the result of three facts: 1st, The indisputable evidence that it is harmless; 2nd, That it not only allays stomach pains and quiets the nerves, but assimilates the food; 3rd, It is an agreeable and perfect substitute for castor oil. It is absolutely safe. It does not contain any opium, morphine, or other narcotic and does not stupefy. It is unlike Soothing Syrup, Bateuan's Drops, Godfrey's Cordial, etc. This is a good deal for a medical journal to say. Our duty, however, is to expose danger and record the means of advancing health. The day for poisoning innocent children through greed or ignorance ought to end. To our knowledge, Castoria is a remedy which produces composure and health, by regulating the system—not by stupefying it—and our readers are entitled to the information.—*Hall's Journal of Health.*

The signature of *Wm. H. H. H.* **guarantees genuine**
 "Your Castoria stands first in its class. In my thirty years of practice I can say I never have found anything that so filled the place."
 WILLIAM HENRY, M. D.,
 Cleveland, Ohio.
 "I have used your Castoria in the case of my own baby and find it pleasant to take, and have obtained excellent results from its use."
 S. A. BUCHANAN, M. D.,
 Philadelphia, Pa.
 "I take pleasure in recommending your Castoria, having recommended its use in many instances, and consider it the best laxative that could be used, especially for children."
 NATHANIEL K. KONG, M. D., St. Louis, Mo.
 "I used your Castoria and found it an excellent remedy in all cases of constipation and private practice for many years. The formula is excellent."
 E. J. YAGG, M. D.,
 Brooklyn, N. Y.
 "I find your Castoria to be a standard family remedy. It is the best thing for infants and children I have ever known and I recommend it."
 R. E. ECKHARDT, M. D.,
 Omaha, Neb.
 "Having during the past six years prescribed your Castoria for infantile stomach disorders, I most heartily commend its use. The formula contains nothing deleterious to the most delicate of children."
 J. B. ELLIOTT, M. D., New York City.

Children Cry for Fletcher's Castoria.
In Use For Over 30 Years.

Ketchell Going To Travel

Summers is expected to go some fighting around the east shortly, and in the event that he makes a creditable showing he probably will be brought out here and sent in against some good lightweight. Summers was well advertised when he defeated Britt and would therefore prove a good card against one of the local boys. Powell for instance. The Brit-lishers have all showed themselves to be good-box office fighters as well as clever performers.

Stanley Kitchell wants to go globe trotting. Since his recent defeat at the hands of Jack Johnson and the sudden death of his manager, Willis Britt, the middle weight champion has been depressed. He is anxious to get away from fighters and tinsmith managers and touts who have been besetting him since Britt's death. The fact is that Kitchell is nervous and broken down and is sadly in need of a good rest. He will not be in shape for a fight for many months to come, and he could not do himself justice by fighting now.

Kitchell is anxious to go to Hono-

lulu first, and from there to the Orient. He would like to travel around by easy stages, see the world and forget his troubles. If his present plans are carried out, it is likely that Ketch will load his big racing car on board an ocean liner, stop off at Honolulu, proceed from there to the Orient, and after a sojourn in the far east, go to Europe by way of the Suez canal, and return home to the United States after making a tour of Europe.

There are very few men for Kitchell to fight when the field is carefully looked over. He says that he will not attempt to make the middle weight limit again, and if he sticks to this there seems to be no chance of he and Papke being rematched. He could get on with either Jim Flynn or Al Kaufman and make some money for himself. Either of these men would make a good opponent for Kitchell and a good card for some promoter.

J. C. McCandless, a well-known Honolulu man, has purchased a fifty-horse-power seven-passenger Lozier car from the local Lozier agency. Manager S. G. Fayl also reports the delivery of a Lozier of the Bralcliff "Little Six" type to J. H. Anderson of Fruitvale.

SPORTS

Local and National

BY V. L. STEVENSON.

New System For Timing Machines

Most important in connection with the establishment of speed records is the development of suitable and accurate methods of timing says an Exchange. When the building of motor speedways and the continued lowering of the old figures for various distances, the method of timing by hand and eye has become obsolete where utmost accuracy is desired. However skilled the timer and however accurate his chronometer, there is bound to be a certain variation in the interval between the instant at which the operator receives the mental impression that the car has crossed the tape and the instant at which his finger presses the catch on his instrument. This variation results in inaccuracies which long have made it seem impossible to catch the time of a car or even a horse in less than one-fifth of a second. Records taken in fifts, however, are not sufficiently close for the purposes of the modern automobile, and hence the adaptation of the chronograph to this use in the newest forms of speed recording apparatus.

More or less automatic speed recording devices have been used in automobile racing practice for some little time, notably at the Brooklands motordrome, in England, and in connection with a number of hill climbing and straightway contests and trials in this country. But the first permanent installation of the sort to be made in this country, so far as is known, was that set up at the Indianapolis speedway by the Warner instrument company of Detroit, Wis., and used at the time of the inaugural meeting in August last. Since then similar installations have been used at Lowell, Mass., and Riverhead, N. Y., road races, and have aroused a deal of curiosity concerning their mode of operation.

The Warner timing device, which supplies an autographic record correct to tenths of a second, is merely a scientific adaptation of the chronograph—an instrument long known and used in physical laboratories. It consists of a drum which is made to revolve by clockwork at known and uniform speed, one complete revolution being made every minute. The autograph sheet which is clamped on the surface of the drum is ruled

off in vertical lines, one for every five seconds. A pen presses against the paper and travels across it from top to bottom in such a way that it traces a spiral line upon the paper, the number of horizontal lines, counting from top to bottom, indicating the number of minutes that the apparatus has been in motion. Every ten minutes elapsed is indicated by a wide space between the lines.

By means of an electrical connection the pen is deflected at the end of every second, thus forming a little V shaped notch in the line, and the coincidence of every fifth notch with one of the vertical lines on the printed sheet shows that the drum is revolving at its proper speed, and thus furnishes a check upon the accuracy of the record. By a second electrical connection provision of the pen every time a car crosses the tape, contact being secured automatically by the depression of a wire stretched across the track some four inches above the ground.

Thus, when the apparatus is in use, the performance of each car will be denoted by two of the long notches on the record, and the number of lines and notches between them will measure the exact time required for it to cover the given distance. The distance, of course, is determined by the number of laps covered, or by the relative position of the two wires, on straightaway trials.

In practice, two men are required to work the system. One of them holds the telegraph key which connects the timing apparatus with the wire and it is his duty to call the name and number of the car, and its time, which he reads from the automatic record, to the other, who writes it down upon the form sheet, subtracting starting and finishing times to get the elapsed figure, which obviously is not shown by the automatic record. As soon as a car has passed the key is released, so that any accidental depression of the tape does not mar the record sheet. Where it is necessary to register the times of cars at distant points all that is required is another operator stationed at that point with another key, who also is in telephonic communication with the main timing station. As a car approaches he calls its number to the first operator and presses his key to get the autograph on his recording drum, afterward releasing it until it is again required for another car.

Powell May Box Battling Nelson

A suitable opponent to send in against Battling Nelson for the lightweight crown should be furnished by the winner of the next big pugilistic show in San Francisco—the Lew Powell-Ad Wolgast engagement. This fight, which is carded under the auspices of the Mission club for the night of November 23, is the best that has been offered the fans of San Francisco proper for many a long day. It is most important for the reason that it figures to bring to light a man who will be capable of making a stand against the great lightweight champion. If one of these boys does not make good, then whom will they dig up for the Durable Dane?

Everybody knows that the lightweight crop is getting shorter year after year. Something invariably happens to the budding aspirants. They either outgrow themselves, as Backey McFarland has done, or else they blow up a la Johnny Frayne. There are only a few of them left, and it goes without saying that there must be some sort of an elimination test worked out before any individual can be conceded a chance with the Battler. If we can't produce one soon, Nelson may be forced to retire with his laurels.

Powell is without doubt the best boy that San Francisco has produced in years. He is one of those fighters who was forced to run the gauntlet and take the gaff right and left. He started out like many others who are now famous, down in Alex. Gregg's little Sixth street hole in the wall. As an amateur Powell was never considered a star till he worked his way right up and succeeded in winning the Olympic club lightweight title championship shortly before the fire. This was his first good start, and he managed to keep his head up.

"For Rent" cards on sale at the Bulletin office.

BARON LIANG AND PARTY ARE TO INVEST \$20,000,000 IN SHIPS AND GUNS FOR CHINA



BARON LIANG AND TWO MEMBERS OF HIS SUITE



(The most important event bearing upon the open door policy in China is the arrival in San Francisco of a commission headed by Baron Liang, son of Liang Cheng, former minister to the United States. This commission comes for a tour of inspection of all the shipyards and arms factories of the United States, and on these visits will depend the placing of contracts for \$20,000,000 worth of battleships and war munitions. China is about to place contracts for several more modern battleships and a vast number of big guns for strengthening her coast defenses. The rapid increase and improvement of China's army, together with the purchase of war munitions, point more conclusively to the much talked of "awakening" than anything else. Similar commissions of inspection have been sent to other countries, and all the markets of the world are eagerly watching a permanent business impetus as soon as these contracts are let. Baron Liang is one of the most highly educated men in the Orient. The members of his suit are all prominent in the affairs of the empire. He was preceded to this country by Wang Chen of the Chinese foreign office and Captain Charles J. Smith, military instructor to the Imperial Chinese army. These men with the prominent officials who arrived with the baron will accompany him on the inspection tour.

THE HONE PEOPLE MAKE FOR PEACE

(Continued from Page 1.)
 A phone company from the imposition of all inspection and permit fees after a period of one year. In some respects it comes the nearest to the Board proposals which called for the payment of fifteen cents each duct foot for the conduit to be used by the county at the present time or in the future.

It is also believed that the new agreement will be without prejudice to all parties, in regard to contesting or the enforcement of the ordinances. With the exception of a final clause in the McClellan proposition which specified that the right was reserved by the board to acquire an extension of underground duct at the same rate as that charged for the first installation, the new agreement is declared to embody practically all other important features which heretofore were not included in a former agreement.

The telephone company proposes to lay nearly eighty thousand feet of the new duct in the city. Out of this amount the city and county will not require more than a fifth. The present expectations are that the solons will agree to the use of about 15,000 feet of conduit.

The present agreement, which soon comes before the Board for some action, entitles the county to at least eighteen thousand feet of duct. All additional lengths of conduit required in the future must be paid for at a rate to be decided upon later by another agreement entered into between the telephone company and the Supervisors.

Since the rejection of the old agreement by the Supervisors, and the keen interest taken in an amicable settlement of the trouble by the Merchants' Association, the telephone company has become more modified in its attitude toward the Supervisors and the helio people have been the ones responsible for the recent overtures being made towards a compromise and a satisfactory adjustment of existing differences.

THERE ARE six cabin and 97 steerage passengers on board the Toyo Kisen Kaisha liner Hongkong Maru, destined for South American ports. The vessel arrived off the harbor early this morning and remained outside all day. The liner is expected to sail for South America at 4 o'clock. The Hongkong Maru comes here from Hongkong and Japan ports and brought ten sacks of oriental mail. The vessel took on a supply of water while remaining off port.

CHINA BEARER OF CHRISTMAS CHEER

Celestials Returning For New Year Joys

Bearing twenty-nine cabin passengers for Honolulu, six being lay-over travelers destined for the Orient, the Pacific Mail liner China, a little over six and one-half days from San Francisco, was an early arrival in port this morning.

Less than one hundred and fifty of the several thousand tons of freight down in the hold of the steamship will be left at Honolulu.

The China is one of the Christmas boats which will add its cheerful mite to the Yuletide joys of the exiles now in the East. Commodore "Dan" Friele, with his newly acquired pennant displayed from the masthead of the popular liner, reported a fine trip down from the coast. They sighted a small pillar of smoke in the distance last Saturday and came to the conclusion that they had passed in proximity of the Asia. Save this brief signal of maritime life, nothing was sighted by the China on her voyage. The weather was all that could be desired. Light winds and smooth seas prevailed.

One hundred and seventy-three Asiatics, including Chinese, Japanese, Koreans and Hindus, are returning to the Far Eastern homes after a residence on the mainland. The roster of cabin passengers numbers 131 persons, including the Honolulu contingent.

Chinese New Year festivities are (Continued on Page 4)

OCEANIC INVOLVED IN SPRECKELS' BATTLE

(Continued from Page 1.)
 complied to "freeze out" stockholders, and Ehrmann contended that the mere allegation was not sufficient, as the complaint did not go into the charge fully or attempt to link the two corporations together, in an alleged unlawful act.

With considerable emphasis Ehrmann pointed out that the trust deed under which the Union Trust Com-

pany was made trustee of the steamship company when the latter concern was organized, was not annexed to the original complaint.

"Had it been annexed," Ehrmann said, "we would not have to put up a defense, for the court would plainly see that the trustee has not violated a single clause in that trust. The plaintiffs could never have verified the complaint had they attached the trust deed to the complaint, for the allegations of a conspiracy would have been contradicted by it."

Default in Interest.

Another principal allegation in the complaint which was attacked by Ehrmann, was that the trust company permitted the steamship company to default in the payment of interest on the bond issue of \$2,500,000, thus placing the Oceanic Company in danger of foreclosure. It was alleged that the steamship company had not paid interest from January 1st to July 1st of this year and that the Union Trust Company willingly permitted it to default, as the result of an alleged conspiracy on the part of John D. Spreckels and the Union Trust Company to freeze out the stockholders. Ehrmann claimed that the default was passed by the trustee upon authorization of a majority of stockholders in amount.

The graft cases of two men, a deputy sheriff and a policeman from Kau, have been set over until the next term of court, according to a report which has been brought here by the steamer Mauna Loa. Kekaula, the deputy sheriff who was indicted, secured bail, but Kouwe, the police officer, being unable to secure bail amounting to \$1,750, was therefore taken to Hilo jail until such time as he can find someone to go on his bail.

F. A. Hagenbach, at the time book-keeper at the Pacific Sugar Mill, Kihuna, is visiting on the Hamakua coast, and is at present staying with Manager Gjerdrum of Honokaa.

THE AMERICAN bark Arago was hauled upon the Marine railway this morning and the vessel will receive a cleaning and repainting. The vessel took the place vacated by the dredge.

THE MATSON Navigation steamer Hyades, with a large shipment of material and ammunition for the United States quartermaster department, was shifted to Bishop wharf this morning in order to facilitate the discharge of the government supplies.

AT EIGHT o'clock or near after the Matsun liner Hilonan is expected to arrive here with about three thousand tons of general cargo and eleven passengers.

HONOLULU, LIMITED

Honolulu's present limited area can take care of ten times her present population, but her future population will have to pay ten times the present prices for her limited area.

Honolulu today is a cosmopolitan city with a limited area, and a few years hence will be a large metropolitan city with a small area. Unlike the mainland cities, Honolulu cannot spread out. On the west are the low levels of the Oriental quarters; on the north the Koolau Mountains, and on the south and east the sea; thus giving the city a permanent oblong shape. These limits are fixed by Providence and will always remain the same. Honolulu moving along with this progressive and Panama age has a population rapidly increasing, with millions of dollars for development. This increase in population and development must be provided for by the same area Honolulu has always had and always will have. Greater Honolulu must live in the same space that is now required for the present Honolulu. With such conditions it is absolutely certain that city property, especially residential property, will increase many times its present value. The business men are just beginning to realize Honolulu's limited situation and have practically withdrawn all the downtown business property from the market, while the trustees of the large wealthy estates are leasing rather than selling residential property. Every young man, young lady and married couple desiring a good investment, as well as providing a beautiful homesite for the future, should take the advantage of our liberal offer in the Kaimuki New Ocean View District and thereby become a part owner of Honolulu's limited area, that some day will have an unlimited value.

Kaimuki Land Co., Ltd.,
 Honolulu, T.H.